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does of all the other principal journals of the country.

A PLAN TO PROMOTE IMMIGRATION.

The Richmond *Whig*, of the 2d, publishes the
following interesting letter on the subject of the
above heading, with these remarks:

The subjoined paper was prepared with refer-
ence to a single State, but the plan proposed
(which we think has valuable features and sugges-
tions) may be applied to any part of the South.
As an aid to those who are considering the vitally
important subject discussed, we lay the plan of
Mr. Marshall before the public. His name will
ensure the perusal of his communication, and
command respect for his suggestions:

To the Editor of the *Whig*:
Sir—The following outline contains some of the
leading features of a plan for the encouragement
of the immigration of population into the State of
Mississippi, and the sale and bestowment of land
for that object. In compliance with my promise I
send you the notes, etc.:

1. Let the landholders of any county unite and
subscribe their lands so as to obtain a sufficient
amount of good tillable soil on which a colony could
be easily induced to settle. Emigrants always
want to settle in colonies for the sake of language,
religion, schools and social relations. Several
thousand families should be gotten into a colony.
2. Let commissioners be elected by the company
to estimate the value of each separate tract of
land, and let each subscriber receive certificates of
the number of shares the value of his lands entitle
him to. The company, and all similar ones,
be incorporated, of course.

3. Survey the entire body of land, and lay it off
into lots of all desirable sizes, to suit all sorts of
comers, with roads and lanes running through
and rendering acceptable the entire property so
laid off. Furnish water privileges for mills, sites
for villages, lots for churches, and eligible ground
for institutions of learning, and farms ranging
from ten to three hundred acres.

4. Lithograph the plans and publish a pamphlet
describing the advantages of climate, soil, pro-
ducts, and their market values, together with all
the necessary information, in various languages,
for Europeans who may desire to remove to this
favored climate.

5. Send agents to Europe; open offices there;
charter your steamers, and send forward the peo-
ple. Have agents on this side of the ocean ready
to receive them and send them to their new
homes. The Legislature ought to advance the
means for the purchase of two or three steamers,
if necessary, to facilitate the object of the com-
panies.

6. Houses, cabins, or comfortable quarters
should be furnished on the lands for immediate
occupation. These emigrants would pay for at
once, or as might be agreed with the company.
These would be of a cheap style, to serve till
the occupants could build to their taste.

7. Sell the alternate lots and farms at a low
figure, on condition of remaining on and cultivat-
ing the grounds for five years, paying the taxes
and the interest on the purchase price, etc., etc.

In many cases it will be the interest of the
company to give away lots and small farms to settlers.
Indeed, it would be better, and would pay immensely,
if one-half of all the stock-land were donated to
tillers of the soil, who remained for five years on
it, rather than that the enterprise should fail or
be long delayed.

Besides, on fair and reasonable terms, the resi-
dent landholders could continue to cultivate their
lands for one, two or more years, till required by
an emigrant or needed by a purchaser.

8. Make the stock transferable. Capitalists
could invest largely, and at once, as soon as a
great body of superb plantations and rich lands
belonged to the Company, and it could show a
solid basis for energetic and business-like opera-
tions.

Lands for raising hogs in the Mohawk Valley,
New York, are worth \$300, \$400, \$500 and \$600 per
acre. The same quality of land on which the
hops, the castor bean, cotton, sorghum, rice, to-
bacco, corn, wheat, barley, potatoes, peaches, ap-
ples, pears, plums, and numerous other things
grow to perfection, can now be purchased in Mis-
sissippi at \$10 and \$12 per acre.

But, with such emigrant organizations and land
companies, those lands, in ten years, ought to be
worth hundreds of dollars per acre, and compen-
sate all the financial losses of this transition state.
Have we the energy, unwavering purpose, patience
and faith for the performance of this work? It
must be done; and if we fail, somebody will do it,
and reap the compensation.

A few Mississippians are solicitous to promote
the public good, and deem this the great lever
with which to raise the fallen fortunes of our
State. We believe in a few years the population
of the State may be swelled from the millions
to several millions. Emigration and cheap homes
will do the work. I am asked, do you want
THE NORTHMAN?

Why not? He fought against you. Yes, and so
did many Southern—not in the open field—not in
the main measurement of swords—but in the
cowardly and money-making offices of spies, in-
formers, extortioners, croakers, deserters and
traitors.

I take the Northman, who fought me as a brave
man, a thousand times over than the base South-
ern pretender and parasite, and yet the latter
class are here, and here they will live and die and
rot in Southern soil. No braver men defended the
flag of the Confederacy than thousands born out-
side of its boundaries. Yes; come from the four
winds of heaven—people these beautiful valleys,
and make the desert blossom as the rose. No true
man breathes the Southern air. Kneels to pray on
Southern soil, or consents to harmonize with Southern
society for ten years, who does not feel indis-
solubly wedded to the fortunes of the South, and
his heart's daily psalm is, "The people shall be my
people, and this God my God." Then open the
gate of Europe and let them come from over the
seas—our forefathers came over the seas. Yes,
let the Northman come also.

CAN WHITE MEN MAKE COTTON?
They always have made it. What is the reason
that cotton cannot be made by white men now,
after having done it for near a hundred years?
In all the less fertile and less affluent districts
of the cotton regions, the whites make nineteen-
twentieths of all the cotton that is made. I have

known Germans, Italians, Irishmen, Yankees,
to make cotton without any labor at all. Thousands
are doing it to-day, and will continue to do it. If
Samba, Cesar and Pompey refuse to make cotton,
George, William and Thomas will do it.

WHAT IS TO BECOME OF THE NEGROES?
If they perish in ten years to come in any thing
like the ratio, or within many degrees of it, as
they are perishing now in the hands of their
friends, no one need be troubled to find a place for
the remnant of the race.

As soon as Congress meets they must appro-
priate three or five hundred million of dollars to
help take care of the freedmen. But that aside.
The old master and old citizen must not cease
to regard, honor, esteem and encourage the col-
ored people. Their good deportment during four
years of dreadful war will always command the
admiration and gratitude of all good people among
us. We must be his best friends now, as always
heretofore. We know his nature and capabilities;
have educated him out of barbarism up to what
the Northman graciously regards as his equal;
taught him to eat bread, cook his food; to wear
clothes; speak the English and French tongues
better than they are spoken by the laboring classes
of either France or England, and thereby paid him
the largest compensation that was ever paid a la-
boring peasant for the work he has performed. Now,
if we are true to ourselves, the country, and the
freedmen, we shall never allow a stranger to
come in and alienate the colored race from their
old friends. Northern journals tell us, "the freed-
man prefers to work for the Yankee rather than
his old master." Doubtless in some cases that is
true, for some of those old masters abused the re-
lationship formerly existing almost as much as
hundreds of thousands of the people North abuse
the marriage relation.

Besides, the new-comer brings money, eats at
the same table, and often remains to breakfast,
and the negro is, for awhile, dazzled with the new
state of things. But the rule holds good, he loves
best his old friends. This is a matter of great
moment. The most malignant agencies are now
at work in the South to fill the negro mind with
doubt, jealousy, suspicion and hatred of his for-
mer friends. No one must furnish farm labor for
the negro—get the emigrant to hire him—cheer
him up—stand by him—treat him as heretofore,
gently and generally. He did not change the
former relation. New fields will open to him, and
we can help him reap them. Governor Cummings
just appointed Governor of Colorado, will send
one million of them to dig the lately discovered
masses of gold and silver in that Territory. I see
ten and twelve dollars per day is offered for labor.
Here is a marvelous chance for him. I mention
the matter to that distinguished gentleman, and
he means to encourage the plan. So, with cher-
ishing and encouraging the colored race on the
one hand, and the emigration of white people on
the other, why should we not prosper and grow as
rich as it is safe to be, and find, in a higher and
stronger future, the defenses of God's dark provid-
ence of to-day, and recompense for all our
losses and wrongs.

Respectfully, C. K. MARSHALL.
Richmond, August 29, 1865.

THE LATE RAILWAY SMASH-UPS IN THE NORTH.

The following summary of the late railway ac-
cidents in the North, and the comments upon them,
is from the N. Y. *Evening Post* of the 21st ult.:

On the 29th of October, 1864, nearly a year ago,
we narrated a conversation with an accomplished
engineer once had with us, predicting the terrible
era of railroad massacres which seems at last to
have arrived. Let us see what he said to us:

"Within ten years," said the engineer, "you will
hear of frequent and fatal accidents on our Ameri-
can railways. They will increase to an extent
which will be absolutely appalling. The wood and
iron on which the wheels of the trains run can
last but a certain time. At present they are mostly
new, and the danger of which I speak does not
exist; but they will continue to look sound to the
eye until their texture has been changed by the
constant hammering of the heavily loaded wheels,
and then they will suddenly give way. The first
warning which the companies have of their un-
soundness, with the exception of the length of
time that they have been in use, will be some ac-
cident to the trains that pass over them. But the
time which has elapsed since they were laid will
not be regarded. The desire of profit will induce
the railway companies to leave them on the track
as long as the superintendent finds no defect in
them apparent to the eye, and thus the disaster
and the discovery of their defective condition will
occur at the same moment."

How true this forecast of the future was, we
know from the dreadful record of the past year.
During the two months of October and November,
in 1864, we gathered from our own columns alone
the following register of "accidents," as they are
facetiously called:

OCTOBER 10.—New Haven cars thrown from the
track and broken when running on the track of the
Hartford Railroad, at Seventy-seventh-street, in
this city. Many passengers injured; one died.

OCTOBER 12.—Hudson River Railroad train ran
into a mass of rock and earth on the track, at One
Hundred and Fifty-ninth-street, in this city. The
engine and three cars thrown off; engineer and
fireman bruised. Passengers escaped.

OCTOBER 15.—Shore Line (New York and Boston)
Railroad train, having on board two hundred
and seventy-five sick and wounded soldiers, was
thrown from the track. Nine soldiers and two
brakemen instantly killed. Other soldiers seriously
injured.

OCTOBER 24.—Two trains came into collision on
the Baltimore and Ohio Railroad. The engineer,
fireman and one soldier were instantly killed;
fifteen persons wounded.

OCTOBER 29.—Collision on the Chattanooga and
Atlanta Railroad. Five soldiers were killed and
fifteen wounded.

NOVEMBER 1.—Collision between a passenger
train and a live-stock train on the Lafayette and
Indianapolis Railroad. Twenty-eight dead bodies
were taken out of the wreck of the passenger
train; from twenty to thirty persons wounded;
some of them died.

NOVEMBER 6.—Eric Railroad train ran off the
track at Calceon—some of the cars going into the
Delaware river. Four persons killed; many
wounded.

NOVEMBER 8.—Casualty on the Baltimore and
Philadelphia Railroad. Two engines and seven
cars hurled into the Susquehanna river. No lives
lost; one person injured.

NOVEMBER 8.—The Washington express train
from New York thrown from the track of the Bal-
timore and Philadelphia Railroad. Six cars de-
molished; three persons killed and several seri-
ously injured.

In the months of January and February of this
year—1865—there were the following:

JANUARY 5.—Morris and Essex Railroad—colli-
sion in Bergen Tunnel; one killed and several se-
verely injured.

JANUARY 9.—Morris and Essex Railroad—pas-
senger train ran off at Summit.

JANUARY 13.—Cleveland and Toledo Railroad—
passenger train ran off near Norwalk.

JANUARY 19.—Hudson River Railroad—passenger
train thrown into the river near Yonkers.

JANUARY 2.—New Jersey Railroad—passenger
train thrown off by a broken rail near New Brun-
swick.

JANUARY 30.—Galena Railroad—five passenger
cars thrown down an embankment; several per-
sons injured.

JANUARY 30.—Pennsylvania Railroad—collision
near Conemaugh, caused by a disconnected en-
gine; one man severely injured.

JANUARY 31.—Hudson River Railroad—five pas-
senger cars thrown off near New Hamburg; a
brakeman injured.

FEBRUARY 4.—Marietta and Cincinnati Railroad
—passenger train fell through a bridge at Deer
Creek; several persons burned to death by cars
taking fire.

FEBRUARY 4.—Central Ohio Railroad—passenger
train thrown down an embankment at Newark.

FEBRUARY 4.—Pennsylvania Railroad—passenger
train thrown off; several persons injured.

FEBRUARY 15.—New Haven Railroad—three pas-
senger cars thrown off by a broken rail near West-
port.

How many there have been since, we have not
to-day the leisure to compute, but in casually run-
ning our eyes over our file since July last, we
note the subjoined:

JULY 4.—Northern Central Railroad—misplaced
switch. President's car ran onto side track at
Butler; hit a freight train standing there, injur-
ing several. Among them was Senator Bewnse,
Chilian Minister, Colonel Hall, Colonel Simp-
son, F. H. Milton, and L. L. Olinde.

JULY 11.—An accident to the Troy and Saratoga
Railroad. Baggage car destroyed; no one in-
jured.

JULY 20.—Mississippi and Ohio Railroad—Bridge
sprung away near Dillsborough thirty miles from
Cincinnati. Engine ran into the gap and en-
gineer killed.

JULY 21.—Central Ohio Railroad—Wheel of the
engine broke, throwing passenger cars off the
track. Eight soldiers and two civilians killed;
twenty-two badly injured.

JULY 31.—Mississippi and Tennessee Railroad—
Bridge over Hickman's river, thirty miles from Se-
nobia, gave way, and train fell sixty feet into
the river. Fireman killed; conductor and engi-
neer badly hurt.

AUGUST 9.—The "Norwich Line Steamboat
Train" for Boston ran off seven miles north of
New London. Four cars precipitated into the
river. Cause—broken rail. Three passengers
killed, twelve badly injured, and fifteen slightly
hurt. Great pains taken to suppress information.

AUGUST 15.—Housatonic Railroad—Passenger
train run into by locomotive—ten killed and four-
teen badly injured.

AUGUST 22.—Old Colony Railroad—Collision with
a hand-car—Excursion train thrown down an em-
bankment. Several passengers hurt; cars shat-
tered.

AUGUST 24.—Oil Creek Railroad, near Titusville,
Penn. Passenger train ran into a freight train.
Nine killed and twelve badly hurt.

AUGUST 25.—Tennessee and Alabama Railroad
passenger train ran off at Highland Creek, near
Reynolds Station, into the water; twenty-seven
bodies already recovered; ten more missing; from
fifty to sixty wounded.

AUGUST 26.—Weldon Railroad, train ran off the
track near Petersburg, Virginia; two killed.

AUGUST 29.—Long Island Railroad—Collision of
two passenger trains near Jamaica, Queens county;
four killed; three badly hurt; about twenty
more injured.

With the exception of the arrest of the officers
of the Housatonic Road, not a single step has
been taken by the authorities for the public to pun-
ish the guilty authors of all this suffering and
death. They are allowed to go in utter impunity.
Sometimes a small pecuniary compensation is
made to the family of a victim or to one of the
wounded, but that is no punishment. The rail-
road corporations are rich, and individual feels the
loss, and no one is made more prudent or careful
by its infliction. Presidents, directors, engineers,
conductors go on just as peacefully and just as de-
fiantly as before. It used to be considered a safe
time to travel just after one of these terrible disas-
ters, but it is not so any longer; we have got case-
hardened to calamity, and the occurrence of one
accident is no safeguard against the speedy occur-
rence of another.

The Jacobins and their Journal of Civilization.

The Harpers are very respectable printers, four
of them in a row, and all very pious. It says
that when they go in at the gate of heaven Mary Mag-
dalene will fall down and worship them. They
have money, and can buy a indifferent kind of
civilization. It is the publication of a journal of
"civilization." By this they mean nigger civiliza-
tion. That they propose to uphold and develop
at any and every expense to the country. They
tending to care for the national credit, they would
double the national debt rather than not give
every nigger a vote, ridiculing the notion that
any extreme of political anarchy rather than
give up their little life. That is, they care not a
sin for white civilization, for the tranquility or
political welfare of the country, whenever the na-
tional tranquility and welfare are put in compari-
son with the all-important topic of nigger suffrage.

This journal of civilization declares that there
are no fixed rules of political right and justice that
we are bound to observe except those that apply
to the nigger. Nigger suffrage is definite; every-
thing else "depends upon circumstances." It says
that the President has no policy, and that, there-
fore, there is no party opposed to his policy and
no Jacobinism; and in the next breath it indicates
that it holds the very policy that we have de-
nounced as Jacobinism, and intends to resist the
settlement and pacification of the country by every
faction means if that settlement does not crush
the Southern white man out of existence and put
the nigger in his place. We have not waged war
to put down rebellion and re-establish peace in the
Southern States, but to put down the white man
and set up the nigger; not to abolish slavery, but
to abolish the slaveholder; not to wipe out the
political errors of a people, but to wipe out the
whole vast society that held those errors, unless
that society will go down on its knees and humbly
submit before the radicals in general and these four
big printers in particular.

These are the views of the Journal of Civiliza-
tion. It is curious to observe the accompaniments
that this kind of civilization has on the other
pages. One of the illustrations of this same issue
includes a view in a Broadway concert saloon, and
another in an elegant brothel, in which the wo-
men rival one another in the display of their
charms—the very class of pictures that is most
demoralizing in the yellow covered literature—the
very prints that, in their yellow covers, might
move the lofty indignation of the four pious
printers all in a row. Since such civilization has
such accompaniments, we do not wonder at the
preference of the public for Bonner's *Leaves*,
which sells to three times the extent of all the
Harpers publications together.—N. Y. *Herald*.

Personal Appearance of Wm.

No description of Wm., the jailor, has yet ap-
peared more graphic than this from the Chicago
Republican correspondence:

Wm. is a man apparently about forty-two or
forty-three years of age, five feet nine inches in
height, and weighing not far from one hundred
and thirty-five pounds. He is somewhat round-
shouldered and never walks or stands in an erect
posture, so that he appears scarcely taller than
men who measure but five feet six or seven inches.
There is no elasticity or springiness in his step,
but he shuffles along as if shunning observation;
and he sometimes looks out from under the brim
of his old hat as if he feared the crowd through
which he passes to and from the place of confine-
ment.

He wears a cheap black cloth coat, which is
always buttoned, an old dark vest, and reddish
brown pants of some ribbed or barred stuff. His
shoes are such as are called here office slippers.
Slovenliness and general untidiness seem natural
to him, though he is not specially repulsive on
that score. His hands are long, bony and flesh-
less. He is much given to using the right with
the first two fingers extended, and the last two
and the thumb shut into the palm—giving him a
sort of prim and precise air that no other man-
ifestation of character he has yet made seems to
justify.

The general angularity of the man may be due
to confinement without exercise, or may be his
natural condition; but the brown and leathery
character of his skin is clearly enough its normal
condition, and makes his face noticeable on this
account if for no other. He wears a full whisker
and moustache, cut to about half an inch in
length, and so trained as to conceal the contour of
his mouth. His hair is of a dark brown color. His
head is long and narrow—high over the ears,
wanting in the upper forehead, notably de-
ficient behind, and full at the top. His face is thin,
angular and fleshless—high and narrow in the
forehead, full over the eyes and hollow in the
cheeks, with uplifted eyebrows, small and sharp
nose, and keen brown foreign eyes.

The man attracts in spite of himself. Meeting
him carelessly on the streets, one would get him

down as a finker of watches and clocks—a man
without mental capacity but of mechanical skill.
Moreover I can take you into the rooms of the
Coast Survey, and match you his air and manner
and some of his peculiarities of action, among the
engravers employed there. Seeing his peculiar
eye at a moment when he would not say he
worshipped the violin and was in the orchestra of
a theatre, where he played with passionate self-
absorption.

He looks like a man without conscience and un-
troubled with remorse. I doubt not he was am-
bitious of the good will and the fellowship of the
Winners—father, son and nephew, who were his
superior at the post. They are of the class called
"Southern gentlemen." He had no special love for
the so-called Confederacy. There is nothing about
him to show that he loved murder as some men
have. He was simply the ready, supple tool of
slavery.

THE TURPENTINE CROP IN NORTH CAROLINA.—
From a conversation with a gentleman who has
had long experience in the manufacture of tur-
pentine, we learn that a very small yield is looked
for this year. He informs us that the time for
cutting turpentine is past, this being done in the
first of the year, and that the old boxes are of very
little, if any, account, and the amount made de-
pends entirely upon the boxes opened within the
last two years. What will be made will be gotten
to market with a great deal of difficulty for the
want of railroad transportation, very little coming
here by the river. Pretty much all the stills used
in its manufacture were taken by the rebel au-
thorities to make articles by which to carry on the
war, or at least such was the case heretofore.
Under such circumstances as these, we cannot
hope for much. Many persons, however, are mak-
ing preparations, hoping to be ready for the season
after the next.—Washington *Herald*.

During her recent tour, the Princess of Wales
was habited in a simple and becoming yacht dress,
with a straw hat and a blue ribbon—the only orna-
ments visible about her being an exceedingly pret-
ty pair of crystal ear-rings in the form of bells.
In Cornwall, the royal party explored a mine, a
really formidable pit, 180 fathoms deep, and ex-
tending more than 300 fathoms under the bed of
the Atlantic, into which, in some parts, the old
miners have actually worked, so that the holes
through the rock have to be plugged. Says a cor-
respondent: "Fancy Wales and wife—the first in a
suit of cricket-like white flannel, a stiff billy-cook
and a candle stuck in front of it; the latter in a
long, white flannel cloak, daintily trimmed with
blue and a jaunty little hat, fashioned somewhat
on the miner's model—deep down in the bowels of
the earth, listening to the thunderous swash of the
rolling waves and the grinding and creaking of the
stones and boulders overhead."

Seven revengeful bullets finished the guerrilla
Jim Smith, near Nashville, a few days since.

J. M. EASON,
COMMISSION AGENT,
No. 9 EXCHANGE-STREET,
CHARLESTON, S. C. 1mo

September 8
GRAESER & SMITH,
COTTON FACTORS,
Commission and Forwarding Merchants,
(OFFICE FOR THE PRESENT AT No. 86 EAST-BAY.)

Business collected and remitted on all
sell or purchase on Commission COTTON, NAVAL
STORES, AND PRODUCE GENERALLY.
Orders for Goods executed at lowest prices. Advances
made on consignments for sale in this or foreign markets.
C. A. GRAESER.....A. SYDNEY SMITH.

REPRESENTERS.
Messrs. G. W. WILLIAMS & CO.; Messrs. JOHN
FRASER & CO. 12* September 8

T. A. JEFFORDS & CO.,
Commission and Forwarding Merchants,
Cor. Main-street and the Railroad,
ORANGEBURG, S. C.

T. A. JEFFORDS, for many years connected with
the house of JEFFORDS & Co., would solicit from his
friends in the City and Country, part of the Forwarding busi-
ness. He promises to give all business entrusted to his
care his personal attention; and, having a large Store-
house within three yards of the depot, can always (when
wagons are not present) store the goods at small expense
to the owners. wfm 26 September 6

DAVID BARROW,
Wholesale Commission Merchant
AND
FACTOR,
No. 153 East Bay,
CHARLESTON, S. C.
Consignments Solicited. 28
August 14 nwf 1mo

W. T. BURGE & CO.,
WHOLESALE DEALERS IN
Staple and Fancy Dry Goods,
YANKEE NOTIONS,
No. 41 Hayne-street,
ARE NOW RECEIVING THEIR FALL AND WIN-
TER STOCK, to which they invite the attention of
Dealers. 1mo September 7

B. M. MARSHALL,
BROKER, AUCTIONEER,
AND
GENERAL COMMISSION AGENT,

HAS RESUMED BUSINESS AT HIS OLD STAND,
No. 33 Broad-street. Attends to the BUYING
AND SELLING OF REAL ESTATE, FURNITURE, &c.,
&c. Also to the RENTING OF HOUSES. September 6

JEFFERS & CO.,
FORMERLY COTHRAN, JEFFERS & CO.,
GENERAL
Commission, Receiving & Forwarding Agents,
ORANGEBURG, S. C.

Special attention given to Receiving and Forwarding
Cotton and Merchandise. 12*

JAS. B. CAHILL,
GENERAL
COMMISSION MERCHANT,
AND DEALER IN

Groceries, Provisions, Wines & Liquors,
No. 171 Broad-street,
AUGUSTA, GEORGIA.

CONSIGNMENTS SOLICITED. 3mos
September 1

L. W. SPRATT,
ATTORNEY AT LAW,
OFFICE OVER M'RAY & CAMPBELL, HAYNE-STREET,
NEXT DOOR TO POST-OFFICE.
He will act as Agent in procuring PATENTS and ad-
justing CLAIMS on Treasury Department.
August 16

STYLES & CARTER,
SHIPPING AND
COMMISSION MERCHANTS,
AGENTS FOR

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No. 19 Vanderhorst Wharf,
L. C. STILES,
T. P. CARTER.

WM. H. ROBSON & CO., AGENTS IN NEW YORK.
Advances made on consignments.
September 4 1mo

P. H. KEGLER,
WHOLESALE DEALER IN
BRANDIES, WINES & WHISKIES,
AND
GENERAL AGENT
FOR
PHILADELPHIA STOCK ALES,
173 East Bay.
September 4

WILLIS & CHISOLM,
FACTORS, COMMISSION MERCHANTS,
AND
SHIPPING AGENTS,
OFFICE, MILLS HOUSE,
CHARLESTON, S. C.

E. WILLIS.....A. R. CHISOLM.
WILL ATTEND TO THE PURCHASE, SALE AND
SHIPMENT (to Foreign and Domestic Ports) of
COTTON, RICE, LUMBER, NAVAL STORES; to the
Collection of Drafts, Purchase and Sale of all Securities.
Consignments of vessels solicited.

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Messrs. GEO. W. WILLIAMS & CO., Charleston, S. C.
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GEO. SCHLEY, Esq., Augusta, Ga.
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Ref: The Colonist will call every other
day for one month, and other South Carolina papers
weekly for the same period of time, and send bills to this
office. August 16

BOWERS & SILCOX,
Brokers, Auctioneers,
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GENERAL COMMISSION MERCHANTS.

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